ALIGNMENT OF FAA'S NEXTGEN IMPLEMENTATION PLAN WITH TASK FORCE RESPONSES

SOLUTION SETS

Increase **Arrivals/Departures at High Density Airports**		*Increase* **Arrivals/Departures at High Density Airports**		*Increase* **Arrivals/Departures at High Density Airports**	*Initiate* **Trajectory-Based Operations**	
		Increase **Flexibility in the Terminal Environment**	*Increase* **Flexibility in the Terminal Environment**	*Increase* **Flexibility in the Terminal Environment**	*Increase* **Arrivals/Departures at High Density Airports**	*Increase* **Flexibility in the Terminal Environment**
	Improve **Collaborative Air Traffic Management**	*Improve* **Collaborative Air Traffic Management**			*Increase* **Flexibility in the Terminal Environment**	
					Improve **Collaborative Air Traffic Management**	

TASK FORCE RECOMMENDATION AREAS

CROSS-CUTTING

OPERATIONAL

DATA COMM | INTEGRATED ATM | SURFACE | RUNWAY ACCESS | METROPLEX | CRUISE | NAS ACCESS

FAA RESPONSES TO RTCA TASK FORCE

DATA COMM / INTEGRATED ATM: The FAA continues to enhance the ability of aviation stakeholders to collaborate on responses to traffic flow in real time. Leveraging new technologies and collaborative decision making with users helps to achieve efficiency goals. This includes user flight planning system integration with traffic management automation. Collaborative Air Traffic Management (CATM) will be deployed to negotiate user-preferred routes and alternative trajectories. The Data Communications (Data Comm) program will deliver reroutes, routine clearances and revised departure clearances. We will continue to provide Tailored Arrivals at coastal airports and expand utilization at additional sites. As part of this effort, the FAA will develop requirements and schedules to implement improved decision-support and data-sharing capabilities, as well as associated training.

SURFACE: The FAA is committed to improving the efficiency of surface operations by facilitating the sharing of common operational data among all key decision makers, including airline flight operation centers (FOC), air traffic controllers and airports. Shared situational awareness will enable a collaborative surface management environment that will provide increased safety while enabling greater throughput. Demonstration activities are underway today, and the agency expects to have defined data sharing requirements and standards by 2014. We are working with stakeholders to address ongoing challenges such as ensuring the security of proprietary information, surveillance in non-movement areas, and how to provide services at airports not currently scheduled for Airport Surface Detection Equipment-Model X (ASDE-X).

RUNWAY ACCESS: Optimal National Airspace System (NAS) efficiency can only be achieved when the nation's runways are operating at their highest possible utilization rates — regardless of weather. Evaluations are underway to expand the use of Converging Runway Display Aids at airports with intersecting runways with a goal of minimizing lost capacity. The agency remains committed to improving capacity for Closely Spaced Parallel Operations (CSPO). Ongoing simulator trials are expected to broaden reduced CSPO separation standards by 2013, and we are aggressively pursuing demonstrations of the Relative Position Indicator — a tool aimed at establishing ILS equivalency for using Localizer Performance with Vertical Guidance during CSPO.

METROPLEX: The FAA's efforts to deconflict arrival and departure traffic around multiple airports in congested metropolitan areas will move Area Navigation/Required Navigation Performance (RNAV/RNP) airspace and procedure design away from individual overlays into an Integrated Airspace and Procedures approach. The agency also is focusing on city pair networks with an emphasis on Performance-Based Navigation (PBN). To facilitate the broad collaboration necessary for the efficient development and implementation of PBN procedures, the FAA is creating multi-disciplined stakeholder teams to address procedure development and optimization, especially related to a mixed equipage environment.

CRUISE: As we transition to performance-based routing for cruise operations, the FAA is working to replace legacy route structures with RNAV/RNP-based routing systems, including Q-routes, T-routes and National Reference System (NRS)-based trajectories. A Q-route implementation plan is due out in 2010. Expanding the use of Time-Based Metering and advancing Required Time of Arrival (RTA) capabilities will enable a new level of predictability that will enhance collaborative planning. A final investment decision on the agency's Time-Based Flow Management (TBFM) program is due out this year, and work is underway to deliver initial RTA capabilities by 2015. The agency also is working to facilitate improved data sharing regarding the status of Special Activity Airspace.

NAS ACCESS: The FAA is committed to increasing NAS access, allowing for more predictable and efficient aircraft operations at non-OEP airports and in low-altitude airspace. Utilization of Automatic Dependent Surveillance-Broadcast (ADS-B) surveillance is one enabler that allows operators to move away from procedural separation and "one-in, one-out" at many airports. Another is Wide-Area Multilateration (WAM), such as was recently installed in the mountains of Colorado. Added surveillance coupled with additional Localizer Performance with Vertical Guidance (LPV) procedures will extend the volume of airspace not currently covered and enhance accessibility to airports in low visibility conditions. In addition to maximizing currently deployed infrastructure, the agency will continue to entertain cost-sharing proposals from states willing to make surveillance investments.